



The China Mail.

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JAPANESE PHOTOGRAPHER
All kinds of Photographs
Work done in latest style
ONALYSTS AND ENGRAVERS IN
AMATEURS & SPECIALISTS
24, QUEEN'S ROAD
CENTRAL

No. 15,187

號九十月一十年一十一百九千一英

HONGKONG, FRIDAY, DECEMBER 29, 1911.

日十初月一十年三十一

PRICE, \$3.00 Per Month.

THORNE'S
OLD VAT



SCOTCH WHISKY.

R. THORNE & SONS, L^{td}
GREENOCK & LONDON

SOLE AGENTS IN HONG KONG & SHANGHAI
A. S. WATSON & CO. LTD.

CHINA MUTUAL LIFE INSURANCE CO., LTD.

HEAD OFFICE, SHANGHAI.

OFFICERS

C. R. Burkill, Esq., Chairman.
A. J. Hughes, Esq., Managing Director.
S. B. Neill, Esq., F.I.A., Actuary.

A strong British Corporation Registered under Hongkong Ordinances and under Life Assurance Companies' Acts, England.
Assets \$38,671,465.00
Income for Year 9,872,830.00
Insurance Fund 9,882,071.00
Insurance Fund 9,820,080.00

LEFFERTS KNOX, Esq., Hongkong, District Manager.
F. W. TAPPE, Esq., Canton, District Secretary.
Alexandra Building

C. Leaver, Esq., Inspector, Hongkong.

ADVISORY BOARD, HONGKONG.

Sir Paul Chater, Kt., C.M.G.

T. F. Hough, Esq., C. J. Lafrenet, Esq.

Hongkong Nov. 6, 1911. 1424

BRITISH INVESTMENTS ABROAD.

For the first three-quarters of 1911, the British corporation issues, as compiled for the London Economist, reached a total of £132,398,300. With an estimate of £27,600,000 for the issues to be put out during the last quarter of the year the full year's total would be £160,000,000, which compares with previous years as follows: 1910, £267,439,000; 1909, £183,357,000; 1908, £192,304,000; 1907, £123,650,000. There is therefore in the present year a considerable falling off as compared with any of the previous years except the panic year of 1907. Summarizing the distribution of these The Wall Street Journal says:

Of the 1911 issues the United Kingdom and Canada each got a little over \$22,000,000, and the other British possessions £15,954,100; altogether £61,537,800. The following list exhibits the disposition of the remaining £70,860,500 of 1911, compared with same period in 1910.

British Investment in Foreign Countries—

Countries	1911	1910
Russia	\$2,316,000	\$3,628,800
Austria-Hungary	1,583,600	4,058,000
Bulgaria	215,900	3,003,600
Finland	970,000	115,000
Denmark	3,000	1,039,000
Norway	3,000	50,000
France	254,400	220,000
Turkey	1,356,600	1,356,600
Greece	686,600	686,600
Germany and its possessions	302,000	771,000
Dutch Indies	454,000	4,302,000
U. S. of America	10,328,200	38,092,100
Brazil	13,108,100	14,39,200
Argentina	8,355,000	10,641,000
Chile	4,415,700	3,823,700
Mexico	1,127,500	4,078,800
Cuba	6,601,300	1,916,200
Central America	192,000	192,000
Philippines	403,900	403,900
South American States, n.o.s.	403,000	1,085,000
China	7,434,500	494,500
Peru	1,206,500	1,206,500
All other foreign countries	242,500	935,900
Totals	\$70,860,500	\$292,013,200

At Cambridge, on November 10, a brass tablet was unveiled by the Master of Peterhouse in the College Chapel in memory of Dr. Arthur Jackson, who died at Mukden, Manchuria, in January last, in his brave efforts to stem the advance of the plague into China. The sermon was preached by Canon Armour, D.D., formerly Headmaster of Merchant Taylors' School, Crosby, of which school Dr. Jackson was a pupil.

MUSCULAR RHEUMATISM.

It is worse than to take any medicine internally for muscular rheumatism. All that is needed is a few applications of Chamberlain's Pain-Ex-Per for sale by all Chemists and Dispensaries.

Business Notices.

W. S. BAILEY & Co., Ltd.

Builders of Steamers up to 1000 Tons.
Tugs, Launches, Barges, Motor Boats.

Castings, Forgings, Roofs, Bridge Work and Engineering Work and Repairs of every description.

ONE STEAM-LAUNCH & ONE LIGHTER FOR SALE.
Also complete pneumatic Riveting Plant.

TELEGRAM

Received on 11. 11. 11. from LONDON.

We beg to inform you ROYAL WARRANT AWARDED

our Company for MILK.



MILKMAID
CONDENSED MILK.
STERILIZED NATURAL MILK.
EVAPORATED CREAM.

On Sale at All Stores.

MASSEY'S COMMERCIAL MAP & DIRECTORY.

To Advertisers, S.S. Companies & Captains
of Passenger Steamers.

In the interest of Advertisers and of the travelling public, a copy of the above book for 1911 has been sent free of charge to the Captain of EVERY Passenger Steamer leaving or calling at Hongkong.

The following have already been supplied:—

N. Y. N.	30	Mes. Mar.	13	T. K. K.	6	Douglas S.S. Co.	4
B. & S.	22	H. K. C. & M. S. S. Co.	11	C. P. R.	5	Mes. Cant.	3
P. & O.	18	P. S. R.	10	Apex	8	Deben & Co.	3
Jardine, Matheson	13	Java China & Japan	8	Bank Line	4	Calowitz & Co.	2
N. D. L.	15	Pacific Mail	7	Gibb, L.	4	Philippines S.S.	2

Captains of any other Passenger boats desiring copies please apply

K. A. MASSEY, HOTEL MANSIONS.

Hongkong, November 1, 1911.

CANTON, MACAO AND WEST RIVER STEAMERS.

HONGKONG TO CANTON—Daily at 8 A.M. (Sunday excepted) and 10 P.M. (Saturday excepted).

CANTON TO HONGKONG—Daily at 8 A.M. and 5 P.M. (Sunday excepted).

HONGKONG TO MACAO—Weekdays at 8 A.M. 2 P.M.

MACAO TO HONGKONG—Weekdays at 8 A.M. and 12.30 P.M.

MACAO TO CANTON—Every Monday, Wednesday and Friday, about 9 P.M.

CANTON TO MACAO—Every Tuesday, Thursday and Saturday, at 4.30 P.M.

CANTON TO WUCHOW—Every Monday, Wednesday and Friday, at 8 A.M.

WUCHOW TO CANTON—Every Monday, Wednesday and Friday, at 8.30 A.M.

The s.s. SUI TAI leaving on SUNDAYS, at 12.30 P.M., connects with the

Excursion Steamer returning from Macao at 6 P.M.

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

HOTEL MANSIONS Opposite Hongkong Hotel.

NEW YEAR PRESENTS

CADBURY'S CHOCOLATES
FULLER'S CONFECTIONERY.

Perfumes from the leading French and English makers.

VICTORIA DISPENSARY.

SINGON & CO.

ESTABLISHED A.D. 1880

IRON, STEEL, METAL and HARD-WARE MERCHANTS. Wholesale and Retail Ironmongers, Fig Iron and Foundry Coke Importers. General Storekeepers and Shipchandlers. Nos. 35 and 37, HING LOON STREET, (2nd Street), near 37, General Market Telephone No. 515. Hongkong, September 4, 1909. 124

THE GRAND CARLTON HOTEL

FIRST-CLASS AND UP-TO-DATE.

Dinners or Suppers supplied from 100 to 1000 Persons.

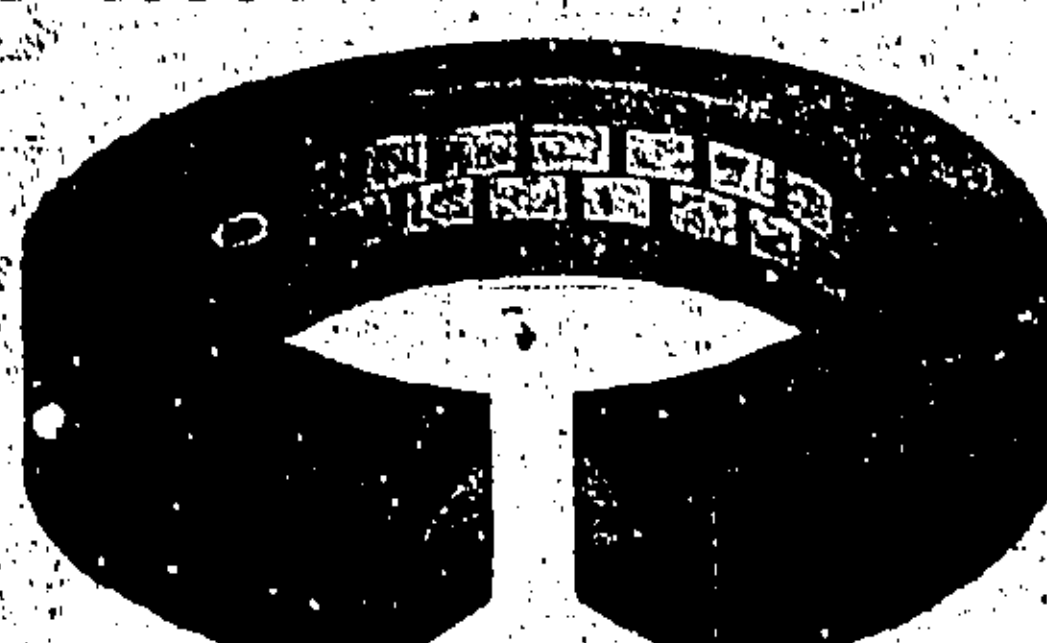
TELEGRAPHIC ADDRESS: GRAND. Telephone No. 815.

Business Notices.

SOLE AGENTS IN HONG KONG FOR

BELDAM'S PATENT PACKINGS, JOINTINGS, ASBESTOS AND RUBBER GOODS

BELDAM'S PATENT



PILOT PACKING

THE EASTERN ASBESTOS COMPANY,
Office and Showrooms: 4, Queen's Building, Chater Road, HONG KONG.
Telegrams: "CORRUGATED RUBBER GOODS." Telephone No. 301.

Agents:
A. S. WATSON & Co., LIMITED.

Hongkong

Dispensary,

Hongkong, October 2, 1911.

J. ULLMANN & CO.

CORNER OF FLOWER STREET.

Jewellers, Watchmakers and Opticians.

CHINESE AND JADE JEWELLERY.

SOUVENIR SPOONS
A SPECIALITY.

THE HONGKONG HOTEL.

UNRIVALLED FOR COMFORT AND CUISINE.
THOROUGHLY UP-TO-DATE WITH EVERY MODERN LUXURY.
MODERATE TERMS AND NO EXTRAS.

J. H. TAGGART, Manager.

PEAK HOTEL.

(ADMIRABLY SITUATED AT VICTORIA GAI.
Adjoining the Tramway Terminus, 1,400 feet above Sea Level.
OPEN to the South Winds in Summer and protected from the North-east Winds in Winter. Commanding a magnificent view of Hongkong, the harbour and adjacent island for forty miles.

A FIRST-CLASS FAMILY, RESIDENTIAL AND TOURISTS HOTEL.
Terms—From \$5 per day. Macao, Telephone Add: "Peacock".
Town Office, 4, DES VORUX ROAD.
Hongkong, February 8, 1908.

GRAND HOTEL.

NO. 2, QUEEN'S ROAD CENTRAL.

A FIRST-CLASS AND UP-TO-DATE HOTEL.

ENTIRELY under European management. Situated in the most central position. Large and airy rooms, luxuriously furnished, Electric Light and Fans throughout. Sanitary arrangements of the latest pattern.

CUISINE UNDER EUROPEAN SUPERVISION.
Ladies' and Gentlemen's Dressing Rooms. Special rates for married families on application to the Manager.

CHARGES MODERATE. F. REICHMANN, Proprietor.

Telephone No. 197. TELEGRAPHIC ADDRESS: "COMFORT," HONGKONG.

Hongkong, November 10, 1909.

ASTOR HOUSE HOTEL

QUEEN'S ROAD CENTRAL

CENTRALLY situated, up-to-date Hotel. Recently renovated and under entirely new management. Large and comfortable rooms, excellent cuisine, under the supervision of an experienced French Chef.

PARTICULARS AND RATES on application to MANAGER.
L. GAGNEAU, Proprietor. N. BLUMENTHAL, Manager.

Hongkong, December

Business Notices.

GREEN ISLAND CEMENT CO., LD.

PORTLAND CEMENT

1st Class at 37s 10c. net

1st Bag of 54 lbs. net.

Shewan, Tomes & Co.,

GENERAL MANAGERS.

FAIRALL & CO.

ARE SHOWING

New Tailored Suits, Coats,
Afternoon and Evening Gowns,
Fur Sets and Boas.

Golfers, Gloves, etc.

2, PEDDER STREET.

Telephone 644

To-day

the Remington Typewriter Factory is working all day and all night, and is six thousand machines behind in its order.

The extensive enlargements to this factory, recently completed, have already proved inadequate to supply the rapidly increasing demand for the



Visible Remington Models, and contracts have just been let for another and even vaster addition to the works.

For 10 months of 1911 our business has been larger than for the whole 12 months of any year since the beginning.

More than

Three-Quarters of a Million

Remington Typewriters are in use—more than any other make, and more than many others combined.

To-day, as always, the bulk of the typewriting of the world is done on

Remingtons

Remington Typewriter Company

(Incorporated)

SIEMSEN & Co.,

(Machinery Dept.)

Hongkong & Canton,

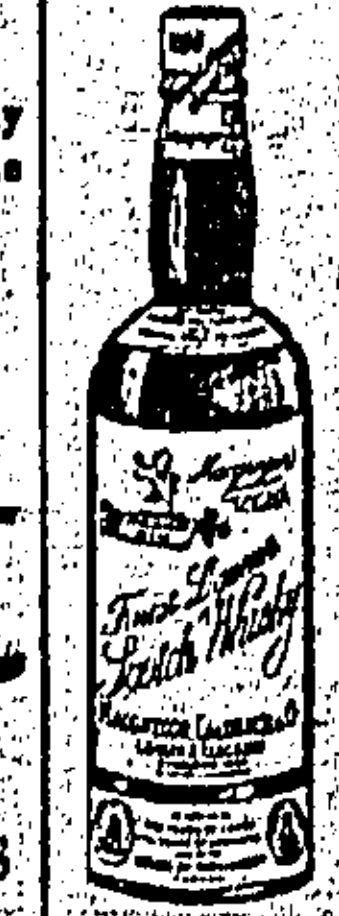
General Agents for South China.

MAGGREGOR'S V.O.S.

"PARLIAMENT BLEND"

SCOTCH WHISKY

AS SUPPLIED TO THE HOUSE OF LORDS AND HOUSE OF COMMONS, LONDON, AND THE HOUSE OF PARLIAMENT, OTTAWA, CANADA.



CALBECK, MAGGREGOR & CO.

WINE & SPIRIT MERCHANTS

Intimations.

G. FALCONER & CO., LTD.,
WATCH-MAKERS, JEWELLERS AND OPTICIANS.

LARGE SELECTIONS OF
GOLD AND DIAMOND JEWELLERY.
GOLD AND SILVER ENGLISH WATCHES.
ENGLISH HALL MARKED SILVERWARE,
PRESENTATION PLATE, CUPS, BOWLS, ETC.
AGENTS FOR ROSS'S FAMOUS TELESCOPES AND BINOCULARS,
LORD KELVIN'S NAUTICAL INSTRUMENTS,
ADMIRALTY CHARTS AND NAUTICAL BOOKS,
AND THE EMPIRE TYPEWRITER & RIBBONS.

HOTEL MANSIONS: OPPOSITE NEW POST OFFICE.

WING KEE & CO.,

No. 47, 48 and 49, CONNAUGHT ROAD CENTRAL.
SHIP-CHANDLERS, SAILMAKERS, PROVISION MERCHANTS, COAL
MERCHANTS, &c., &c., OF FIFTY YEARS STANDING.
SHIP CAPTAINS ARE REQUESTED TO GIVE US A TRIAL.
FRANCISCO TSE YAT, General Manager.

Hongkong, August 12, 1908.

MEE CHEUNG & CO.,

ART PHOTOGRAPHER, ICE HOUSE LANE
SPECIALIST IN ENLARGING AND BROMIDE WORK.
Select Views of Hongkong and South China.
Special Department for Developing and Printing for Amateurs,
CAMERAS FOR HIRE.

1768

WING ON CO.,

SAIORS AND OUTFITTERS. EXPORT AND IMPORT MERCHANTS.
HAVE JUST RECEIVED NEW SHIPMENTS OF
Drapery, Grocery, Ironmongery, Crochery, Glass and
China Ware, Furniture, Watches & Clocks.
The Cheapness and quality of their Goods have no equal.
809-813, DES VŒUX ROAD CENTRAL.
107 & 108, CONNAUGHT ROAD CENTRAL. (Trans passage Door).
Telephone 189.

Hongkong, August 15, 1910.

771

Weismann, Limited.

Bakers, Confectioners, Caterers,
Restaurateurs.

14, DES VŒUX ROAD CENTRAL.

Hongkong, Jan. 20, 1910.

989

THE
LEEDS FORGE CO., LD., LEEDS.

Specialists in the Manufacture of RAILWAY ROLLING STOCK of every description
Pioneers in the design and manufacture of
PRESSURE STEEL UNDERFRAMES AND BOGIES AND ALL-STEEL
RAILWAY WAGGONS.

The Undersigned have been appointed Sole Agents in Hongkong and China

The Taikeo Dockyard and Engineering
Co. of Hongkong, Ltd.,
AGENTS, BUTTERFIELD & SWIRE

Hongkong, October 3, 1911.

128

WHITE ANTS.

AVENARIUS CARBOLINEUM
THE BEST

WOOD PRESERVATIVE.

30 YEARS' SUCCESS

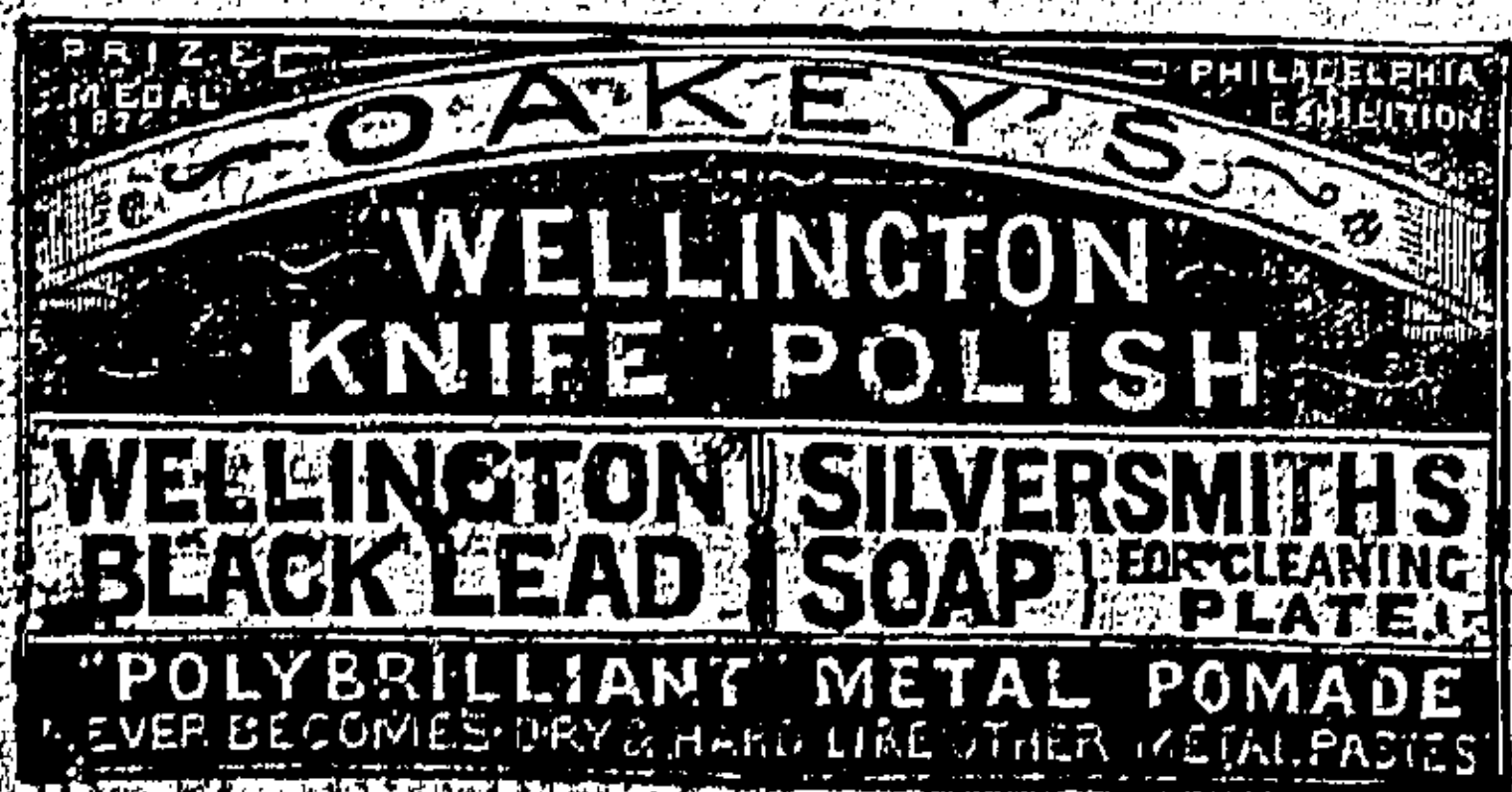
THE ONLY EFFECTIVE AND
LASTING PROTECTION
AGAINST

WHITE ANTS.

GOVERNMENTS AND OTHER TESTIMONIALS.

SOLE AGENTS:

MELCHERS & CO.



OAKEY & CO., LTD., 10, WILKINSON STREET, LONDON, E.C.

Intimations.

MITSU BISHI GOSHA-KAISHA
(MITSU BISHI CO.)

COAL DEPARTMENT.

SOLE PROPRIETORS OF TAKA-
SIMA, OCHI, MUTABE, YO-
SHINOTANI, HOJO, KANADA,
NAMAZUTA, SATO, SHINKAWA
and KAMAYAMA Collieries.

AGENTS FOR KISHIDAKE & SAKITO
COALS.

HEAD OFFICE—TOKYO.

BRANCH OFFICES—
Nagasaki, Moji, Kariu,
Wakamatsu, Kobe, Osaka,
Shanghai, Hongkong, Hankow

TEL. ADDRESSES for above: "YASAKI."
Codes:—At ABO 5th Ed., Western Union.

AGENCIES:

YOKOHAMA: M. Asada, Esq.

CHINKIANG: Messrs Gearing & Co.

MANILA: Messrs Macondray & Co.

SINGAPORE: Messrs Borneo Co. Ltd.

For particulars, apply to

Y. SHIBUYA,

No. 2, FANTEE STREET,

HONGKONG.

Hongkong, April 29, 1911.

816

HONGKONG JOCKEY CLUB.

AN EXTRAORDINARY GENERAL

MEETING OF MEMBERS OF the
above CLUB will be held on WEDNES-
DAY, the 10th January, 1912, in the
Office of the Jockey Club, No. 3, Chater
Road, at 12.30 p.m., for the purpose of
confirming the following Special Resolution
carried at the Extraordinary General Meet-
ing of Members held on Saturday, the 23rd
December, 1911, viz:—

"That the words 'Kiangwan Race Club' (Shanghai) be added to Rule 1 Part 1 of the Rules of Racing."

By Order,

T. F. HOUGH,

Clerk of the Course.

Hongkong, December 26, 1911.

1468

HONGKONG JOCKEY CLUB.

NOTICE.

THE date of the ANNUAL RACE
MEETING originally fixed for the
13th, 14th and 15th February, 1912, are
altered to one week later. The RACE
MEETING will be held on TUESDAY,
20th, THURSDAY, 22nd and FRIDAY
23rd, February, 1912, thereby coinciding
with the usual holidays following the
Chinese New Year.

The Entries will close one week later
than the date already fixed, viz., Saturday,
the 20th January, 1912.

In all other respects the programme as
issued will stand.

By Order,

T. F. HOUGH,

Clerk of the Course.

Hongkong, December 26, 1911.

1469

DON'T READ THIS

If you can speak and write English
correctly. If you can do neither you
should take lessons by the new method
which ensures ability to speak the language
in THREE MONTHS.

A Reduction of 25% in

Class Fees.

Hours: 10 A.M. to 11 P.M.

For further particulars apply to

THE DIRECTOR,

'SCHOOL OF ENGLISH',

2nd FLOOR,

ALEXANDRA BUILDINGS.

Hongkong, December 18, 1911.

1620

Popular -

ASAHI BEER

Obtainable EVERYWHERE.

SOLE AGENTS

MITSU BUSSAN KAISHA.

Singapore, December 12, 1911.

1472

THE date of the ANNUAL RACE
MEETING originally fixed for the
13th, 14th and 15th February, 1912, are
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Hongkong, December 26, 1911.

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Hughes & Hough
AUCTIONEERS TO THE GOVERNMENT
General Auctioneers
Share, Coal and General Brokers
"To-Kwa-Wan" Coal Storage
A.B.C. 4th & 5th Editions
A1. TELEPHONE CODE
"HONGKONG" ADDRESS
"HONGKONG" ADDRESS

PUBLIC AUCTION.
THE Undersigned have received instructions to sell by Public Auction, for account of the concerned, on
SATURDAY,
the 30th December, 1911, at 11 A.M., at their Sales Room, No. 8, Des Voeux Road, corner of The House Street, —
A Consignment of
NEW CLOTHING, &c.,
Comprising:
Overcoats, Hats, Boots and Shoes, &c., &c., &c.
A quantity of Gold Jewellery, a few Loose Diamonds, and
A Miscellaneous Stocks of Mechanics Tools.
Terms:—As usual.
HUGHES & HOUGH,
Auctioneers.
Hongkong, December 27, 1911. 1078

PUBLIC AUCTION.
THE Undersigned have received instructions to sell by Public Auction, for account of the concerned, on
WEDNESDAY,
the 3rd January, 1912, at 2.30 P.M., at their Sales Room, No. 8, Des Voeux Road, corner of The House Street, —
A Large Quantity of
VALUABLE HOUSEHOLD FURNITURE,
Including 2 Drawing Room Suites, 1 Dining Room Suite, 2 Bed-room Suites, 3 Copying Presses, and
3 Rubber-tired Rickshaws.
Terms:—As usual.
HUGHES & HOUGH,
Auctioneers.
Hongkong, December 28, 1911. 1081

CHEN KWONG & CO., LD.
GENERAL IMPORT & EXPORT.
CANTON'S LARGE WHOLESALE & RETAIL STORE:
FURNITURE, Draperies, Groceries, Books and Stationery, Crockery Ware, Ironmongery, Wine and Spirits, Foreign Goods for gentlemen made to order by our own tailors.
Large assortment of Chinese Silks and Foreign Goods of every description. All goods sold at reasonable prices. The Cheapest and Best place in Canton to buy Chinese and Foreign Goods.
— SUP. PAT. POST-STREET.
Tel. No. 1406. CANTON.
Canton, August 1, 1911. 979

W. G. HUMPHREYS & CO.,
SOLE AGENTS,
SALE BUILDINGS.
Hongkong, May 18, 1906.

NOTICE
HIGH-CLASS PRINTING
AND
BOOK BINDING
Done at
THE CHINA MAIL OFFICE.
BOOKS & PAMPHLETS A SPECIALTY.
Prospectuses, Trade Circulars, Programmes, Menus, etc., etc., artistically arranged and carefully printed.
Clean Proofs and prompt delivery guaranteed.
You must be the very best at the very best.

LOST SIXTY-ONE POUNDS.

THROUGH DYSENTERY AND MALARIA.

DURAM POLICE INSPECTOR REGAINS WEIGHT AND HEALTH BY THE USE OF DR. WILLIAMS' PINK PILLS.

"AFTER a wearisome spell of Dysentery in the Rangoon Hospital in 1906 I was discharged broken in health and spirit, an easy prey to the Malaria and Dysentery which followed. I recently remarked Inspector Eustace, of the Syrian Oil Works Police, Burma. 'I suffered greatly from these maladies and from excremental blood.'"
HEAD AND BACK PAINS.
My ill-health extended over four years, and during that period I lost 4 stone 5 lbs. in weight.
"Excessive nausea followed any solid food, even light liquid diet set up agonising pains between my shoulder blades as if I were being

"STABBED WITH A KNIFE."
My sleep was broken; my heart palpitated in a most alarming fashion, and the least exertion left me breathless; dreadful headaches prostrated me for days. "I had reached such a critical stage of ill-health that I was seriously considering the advisability of resigning my position in order to return home when

MY DOCTOR ADVISED ME
to take Dr. Williams' Pink Pills. Soon after that this course of action became quite unnecessary because a most noticeable improvement became apparent in my health. After taking Dr. Williams' Pink Pills for only a short time my appetite revived, my sleep became sound and restful, I felt more cheerful than I had done for months. With further supplies of the Pills both headaches and back pains vanished, and I derived the utmost benefit from my food.
"It is some time now since I discontinued taking Dr. Williams' Pink Pills; my excellent health is a proof of the way in which they built me up. I can truthfully say that I am in the 'pink of condition.' It is to state the strain of many hardships which were impossible before."

It is some time now since I discontinued taking Dr. Williams' Pink Pills; my excellent health is a proof of the way in which they built me up. I can truthfully say that I am in the 'pink of condition.' It is to state the strain of many hardships which were impossible before."

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be valued separately. Those Branches having surplus will contribute half of the same to a fund out of which the deficiencies of the other Branches of the Society will first of all be met, at least as far as the fund will permit. If this fund be more than sufficient to pay these deficiencies then the balance will be distributed among the Branches which contributed. It has been considered that a Branch in paying over half of its surplus is handing over too much, but this point we need not consider specially.

The idea that the Branches being virtually members of the same Society should help each other, is good, but the idea fully carried out?

The average rates of contribution charged must be considered too low for the expense incurred in a compulsory scheme and will not generally allow of a surplus being shown. What then will happen if none of the Branches shows a surplus and all have deficiencies? There is no provision that those Branches with small deficiencies should assist those with larger deficiencies. Each Branch will, in this event, have to make up its own deficiency whether it be big or small. Again, there is no limit to the number of members a Branch must have; it is only necessary that the Branches have a total membership of 5,000, hence a Branch with a small membership may be subject to and suffer from local epidemics as if it were a Society by itself. In this way, the 5,000 limit is defeated as a protection. These remarks will also hold in the main for the smaller Societies which are associated, voluntarily or compulsorily for purposes of securing a 5,000 limit for valuation purposes. What it will cost a person in the way of levies, in addition to his contributions, to secure even the minimum benefit, it is impossible to say. To the individual, as I said before, the whole thing at present is little less than a lottery.

In the original Bill, a member could transfer from one approved Society to another and take also his transfer value with him paying any levies due by him, for that triennium. This power was a very dangerous one to the Society because members in good health who found themselves in a Society would naturally transfer to a stronger one. If this would be disastrous to the weak Society as it would be left with those members in bad health and of hazardous risks to sickness who would not be accepted by another Society. The danger has been appreciated and now no transfer is allowed. It is intended to transfer if the Society can reasonably withhold its assent.

For a man who has been unfortunate in choosing his Society and has nothing but the prospect of having levies imposed upon him, it is doubtful if he will receive any relief in the condition. Such protection is necessary for the Society but the same in mind strikes very hard at many individuals who have insured themselves in a Society with hazardous risks.

There is now the Post Office Fund to consider.

Those persons who fail to find a Society either owing to health reasons or to neglect will have their contributions credited to a special fund called the Post Office Fund.

Their contributions will be carried to the Member's account in that fund.

Each year there shall be deducted from his own little account his proportionate share of the expenses of the administration of the Local Health Committee, which will manage that fund and of the account required for meeting cost of medical benefit. There shall also be further deduction for Sanatorium Benefit. If a member becomes sick, he will only be entitled to benefit to the extent of the amount remaining at his credit. On his account becoming exhausted he will be suspended from receiving the benefits.

The Medical Benefit will be continued to the end of the then current year, and the Local Health Committee may continue Sanatorium Benefit so long as is necessary, in the death of a deposit contributor, four-tenths of the amount lying at his credit will be paid to the Post Office Fund and will form part of the surplus.

The surplus arising in the Fund, which I presume includes interest will be allotted to each member.

The question as to how far this scheme meets the wants of the necessary classes brought within it, hardly comes within my scope, but I can safely say that however imperfect and limited it may be in its provision, the financial aspect of the fund is at least simple and safe.

The Post Office Fund, of course only a provincial one and the question as to what more can be done for its members has to be considered later.

What happens to a member's account on his leaving age is not yet stated.

Provision is made that if a member of the P.O. Fund becomes a member of an approved Society the amount standing at his credit shall be transferred to that Society, and that amount exceeds the amount of his contributions to the P.O. Fund, the excess shall be transferred to an approved Society since his entry into insurance, the excess shall be transferred to the P.O. Fund. If the amount be less than such value the person shall be treated as being in arrears to the amount of the deficiency. A person who joins the P.O. Fund will have his account reduced regularly by cost of expenses, medical and sanatorium benefit, etc. Even under most favorable conditions his account will fall short of his contributions that means that he must pay up the difference between the total contributions he has made and the amount lying at his credit.

But it is doubtful if if an approved Society could admit any such person on merely getting the contributions that he has made. The Society is rather concerned that it has the proper reserve necessary for that age.

Takes for example, a man aged 30, who is forced to join the Post Office Fund. A year later, owing to improved health he is able to join an approved Society, no Society could afford to take him on merely getting one year's contribution transferred.

SERIOUS SIDE OF A COLD.
Do you know that of all the minor ailments which are not yet stated.

It is not the cold itself that you need to fear, but the serious diseases that it often leads to. Most of these are known as germ diseases. Encephalitis and consumption are among them. Why not take Chamberlain's Cough Remedy, and cure your cold while you are at it. It is only by all Chemists and Druggists.

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THE most wonderful, mysterious and fascinating delusions ever seen in the Colony. The latest thing direct from London.

Come and see yourself and your friends transformed, distorted and distended into all sorts of extraordinary shapes before these famous Mirrors, and do not forget to bring your cameras with you so that you may secure caricatures of your own portrait.

PRICES OF ADMISSION—Adults 50 cents. Children 30 cents.

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Delivered free Kowloon:

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Showing tracks and daily progress of the big Typhoons during the last twenty years.

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THE GOVERNMENT AND
AVIATION.

Have the Government any definite policy with regard to aviation? Every time the question is raised in the House we are told that they are "considering it," generally adding a promise of action on wrong lines. Now that Italy has demonstrated in actual war the lessons taught by the use of aircraft in French manoeuvres—such, for instance, as discovering the dispositions of the enemy, dropping explosives in his camp, and carrying despatches—it is to be hoped that the Government will wake up. No doubt it is largely a matter of money, but a Minister who is deeply in earnest cannot always circumvent the Carpenters of the Treasury. Moreover, the sums already voted by Parliament have been spent in such a way that there is very little to show for them. After several years' existence the Army Balloon Factory, now the Army Aircraft Factory, has produced not a single machine of any military value. So great is our backwardness in aviation, indeed, that even Roumania is ahead of us. While admitting its vital importance, Lord Haldane has done nothing to bring us up to the level of rival Powers. As usual, he is full of plans; but are they devised so as to succeed any better than those which have already failed?

The two essentials of a sound aviation policy are men and machines. To provide the first in sufficient numbers the War Office is offering a bonus of £75 to every officer who gets his aviator's certificate, which is a sum well worth the trouble, which is a sum well worth the trouble, which is a sum well worth the trouble. But if the services of officers over twenty-seven years of age are to be refused, Army aviators must be recruited from lieutenants and sub-lieutenants. They must pass severe tests for actual flying, and must have a thorough theoretical and practical knowledge of the use and construction of aeroplanes. But where are the facilities for them to learn their craft in the first place? That authority must know they are sadly defective is clear from the fact that it sends picked naval and military officers to follow the highly advanced courses of the "Ecole Supérieure d'Aéronautique" at the "Construction Mécanique" in France. In these circumstances the bonus of £75 may not tempt enough of the right kind of young men. Their pay is so small that they may think twice before spending money and time on the chance of qualifying for the War Office, and that, therefore, evident that the means of forming a strong Army aeroplane battalion are wanting in educational facilities, which the French provided the moment aviation became practical.

In building up an industry for the supply of machines they have been equally enlightened, whereas our methods are hopelessly short-sighted. They perceived from the start that aeroplanes, like any other engine of war, must be turned out in sufficient numbers to meet the demand in time of war, as well as in time of peace, and that this can be done only by encouraging private firms on business principles. Hence a number of aeroplanes, large enough to make it worth the while of capital and invention to take the risk of embarking in the aviation industry, were ordered by the Government. Our idea all along has been to achieve the same end by creating a starved Government workshop; whose energies have been spent in trying to construct biplanes and balloons, when advanced opinion elsewhere was concentrating on the monoplane for military purposes. The failure being apparent, a committee of British officers, on behalf of the War Office, is now observing the great aeroplane trials in France with the object of learning from the French the winning formula. But as the French Government will do the same, the unpractical nature of this new departure is plain. We shall be competing with France on unequal terms, since she will take good care that precedence is given to national orders. As these will be numerous, and as the Army is not likely to be provided with effective aeroplanes in the near future.

If the intention of the War Office is to buy one and have others like it constructed at the Army "factory," a year hence will find us as far behind in aviation as we are to-day. Let the money that has been sunk in trying to turn officers into expert aeroplane builders, with an entirely inadequate staff, plant and establishment, go, and start on a new tack entirely. Give business men sufficient inducement, and they will soon put money into the new industry, and manufacture as well as, if not better than, the most advanced of their competitors abroad. The way to win their confidence is, however, not by offering a cash prize for competition open to all the world. Yet this is believed to be the intention of the War Office. A strong deputa-tion is to wait on Colonel Seely to urge a wiser course. What the members of it say is that we should follow the example of the French, who offer periodically prizes for the best aeroplanes of French make. If this is open to all comers it will be almost certainly carried off by a foreigner. For the best British designers will not compete when they know that the winning aeroplane is to be given to the Army Aircraft Factory to copy. Presumably, therefore, to be brought to the War Office to alter the conditions (1) in limiting competition to our own countrymen, and (2) in guaranteeing the purchase of a number of aeroplanes after the winning design from a business firm. In doing words, the War Office is to be told that it should know already that capital will remain shy of the aeroplane industry until it is certain of permanent Government support. Not on horse, but on aircraft, the future success of the Army may depend, either in Europe or on the Continent, and we have to depend on foreign sources for our supply the moment a scandal of the South African War may be repeated on a greater scale in aeroplanes. The whole business has been muddled by the War Office, but it is not yet too late to start on practical lines. But everything depends on the strength of outside influence.

THE WISE MOTHER.

THE most prominent physician in the country cannot produce better results in the treatment of coughs, colds, croup and whooping cough than the wise mother with a bottle of Chamberlain's Cough Remedy. She always keeps it in a handy place and knows where to lay her hands upon it. With a few doses of this remedy she gets the cold under control at its beginning and avoids all danger of serious results. It contains absolutely nothing injurious and is the mother's favourite all over the world. For sale by all Chemists and Druggists.

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CRAGSIDE, BARKER ROAD, Peak.
Furnished, for ten months, from March 13 next; tennis court.
Apply A. H. SKELTON,
Care of Lane, Crawford & Co.
Hongkong, November 30, 1911. 1599

TO LET.
OFFICES on First Floor of HOTEL MANSIONS facing New Post Office.
Apply to HENRY HUMPHREYS
Alexandra Buildings.
Hongkong, December 20, 1911. 1637

TO LET.
G'ODOWN No. 4, NEW PRAYA, Kennedy Town.
Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., Ltd.
Hongkong, December 1, 1911. 1031

TO LET.
OFFICES in KING'S BUILDING.
Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., Ltd.
Hongkong, December 14, 1911. 1594

TO LET.
NEW & Commodious SHOPS, NATHAN ROAD, Kowloon, immediate possession.
Apply to HUMPHREYS' ESTATE & FINANCE CO., Ltd.
Hongkong, March 23, 1909. 840

TO BE LET.
ON OR ABOUT 1st MARCH, 1912.
SHOPS and OFFICE, in ALEXANDER BUILDINGS, adjoining the Hongkong Dispensary, at present occupied by Messrs. Wm. Powell, Ltd.
Apply to A. S. WATSON & Co., Ltd.,
Alexandra Buildings.
Hongkong, August 29, 1911. 1111

TO LET.
NO. 34, QUEEN'S ROAD CENTRAL (Shop) opposite The Old Post Office.
No. 2A, D'AGUIAR STREET suitable for godown, etc., lately occupied by Vienna Cafe Co. For particulars and etc. apply to CHANG FAT & CO.,
c/o YEE SANG FAT & CO.,
Same Address.
Hongkong, June 29, 1911. 85

TO LET.
OFFICES TO LET: First Class central accommodation, light and airy on First, Second, or Third Floor, in new building being erected for Messrs. WHITE-WAY, LAIDLAW & CO., LD. Entrance from Des Voeux Road. Electric Lift to all floors. Electric Light throughout. The plan can be seen and all particulars obtained at the Offices of Messrs. PALMER & TURNER, Alexandra Buildings, 3rd Floor.
Hongkong, December 9, 1911. 1566

TO LET.
NO. 57, PRAYA GRANDE, MACAO.
BEACONSFIELD
No. 9, BEACONSFIELD ARCADE.
"KELLET CREST," No. 66, Peak.
"MERBON," No. 9, the Peak, 6 Rooms; with two Tennis Courts.
"BANGOUR," No. 72, Peak, 5-roomed Bungalow with Tennis Court. From 15th December. Rent \$125.00 and Taxes.
FOR SALE, FOR CREST, at Peak, commanding magnificent view of the Harbour and adjacent islands.
Apply to LINSTRAD & DAVIS,
3rd Floor, Alexandra Buildings.
Hongkong, Aug. 2, 1911. 16

WEEKLY NEWS
FOR HOME

The Overland China Mail

FULL REPORTS

LATEST INTELLIGENCE.

Order before you leave so you may receive it while at Home.

Price \$14 per annum, including postage.
The China Mail, Ltd.
Wyndham Street.

THE CHINA MAIL

Typhoon Map & Guide.

Price 40 cents.

His Britannic Majesty's Ships on the China Station

Name.	Class.	Tons.	Guns.	H.P.	Commander.	Last report at
Alacrity	despatch-boat	1700	12	2000	Comdr. Lowndes	Wahaiwei
Astron	cruiser, 2nd class	4360	10	7000	Captain E. B. Kiddle	Hongkong
Athas	Admiralty tug	—	—	—	Master W. West	Hongkong
Bramble	river gunboat	710	3	900	Lt. Comdr. B. G. Washington	Wahaiwei
Britannart	river gunboat	710	3	900	Lieut. Comdr. J. M. Barker	Shanghai
Cadmus	sloop	1070	3	1400	Comdr. H. Lyons	Hongkong
Cherub	water tank and tug	390	—	300	Master H. Smith	Hongkong
Clio	sloop	1070	3	1400	Comdr. H. R. Vesale	Hongkong
Faun	torpedo boat destroyer	380	6	5700	Lieut. Comdr. H. S. Monroe	Wahaiwei
Flora	cruiser, 2nd class	4360	10	7000	Capt. J. Nicholas	Hongkong
Handy	torpedo boat destroyer	275	6	4000	Lt. Comdr. Hon. Guy Stopford	Hongkong
Hart	torpedo boat destroyer	275	6	4000	—	Hongkong
Janus	torpedo boat destroyer	280	6	3800	Lt. Comdr. M. B. R. Blackwood	Wahaiwei
Kent	cruiser, 1st class	9000	14	23,000	Capt. S. St. John Farquhar	Hongkong
Kinsale	river gunboat	616	4	4500	Lt. Comdr. T. J. S. Lyne	Yangtze
Morlin	sloop	1040	—	—	Comdr. B. O. M. Davy	Hongkong
Minotaur	cruiser, 1st class	14,600	—	27,000	Capt. Cayley	Hongkong
Monmouth	cruiser, 1st class	9800	—	—	Capt. L. E. Power, M.V.O.	Hongkong
Moorhen	river gunboat	180	2	800	Lt. Comdr. G. P. Leith	Canton
Newcastle	cruiser, 2nd class	4500	—	—	Capt. G. E. P. Hunt, D.S.O.	Wahaiwei
Nightingale	river gunboat	85	2	240	Lieut. Com. C. H. Woodward	Yangtze
Otter	torpedo boat destroyer	350	6	3300	Comdr. C. L. Lambie	Wahaiwei
Pegasus	cruiser	2132	—	—	Capt. F. H. Mitchell	Shanghai
Rosario	depot ship, submarine	980	—	1400	Lt. Comdr. N. E. Archdale	Hongkong
Robin	river gunboat	85	2	240	Lt. Com. C. A. O. Douglas	West River
Sandpiper	river gunboat	85	2	240	Lt. Com. E. J. J. Southby	Canton
Snipe	river gunboat	85	2	240	Lt. Comdr. Maurice B. Leslie	Yangtze
Taku	torpedo boat destroyer	350	6	3500	Gunner E. J. Trillo	Hongkong
Tamar	receiving ship	4650	6	—	Commodore C. J. Eyre	Hongkong
Teal	river gunboat	180	2	800	Lt. Comdr. R. J. Buchanan	Yangtze
Thistle	river gunboat	710	2	900	Lt. Comdr. M. B. Hamilton	Shanghai
Virago	torpedo boat destroyer	358	6	3300	Lieut. Com. H. D. Adair-Hall	Wahaiwei
Watchdog	surveying ship	620	—	450	Lt. Comdr. Hancock	Singapore
Whiting	torpedo boat destroyer	380	6	3900	Lieut. Comdr. G. B. Hartford	Wahaiwei
Widgeon	river gunboat	195	2	800	Lieut. Com. B. R. Brooks	Yangtze
Woodcock	river gunboat	150	2	500	Com. M. H. Wilding	Upper Yangtze
Woodlark	river gunboat	180	2	500	Lt. Comdr. G. F. A. Mulock	Upper Yangtze
36	submarine	—	—	—	Lt. C. Godfrey Herbert	Hongkong
37	submarine	—	—	—	Lt. Comdr. A. A. L. Fenner	Hongkong
38	submarine	—	—	—	Lt. Comdr. J. R. A. Codrington	Hongkong

* Flagship of Vice-Admiral Alfred L. Wintace, K.C.B., C.V.O., C.M.G., Commander-in-Chief.

Foreign Men-of-war on the China and Japan Station.

Name.	Flag and description.	Tons.	Guns.	H.P.	Captain.	Last report at
Kaiser Franz Joseph I.	Austro-Hungarian cruiser	4000	—	—	Capt. Alfred Cioli	Amoy
Dupleix	French armoured cruiser	10,014	30	20,000	—	Saigon
Kleber	French 1st class cruiser	9700	12	19,900	—	Saigon
Decidée	French gunboat	645	10	1700	Lieut. de Linars	Saigon
Argus	French river gunboat	180	8	570	Lieut. d'Estienne	Canton
Vigilante	French gunboat	123	7	500	Lieut. Biscail	Canton
Peiho	French gunboat	130	—	—	Lieut. Puech	Tongku
Esturgeon	French sub-marine	—	—	—	Lieut. Combet	Saigon
Lynx	French sub-marine	—	—	—	Lieut. Marrs	Saigon
Parle	French sub-marine	500	—	—	—	Saigon
Protos	French sub-marine	—	—	—	Lieut. Morris	Saigon
Slyx	French armoured gunboat	1788	10	1700	Lieut. Scriot	Saigon
Fronda	French destroyer	350	7	303	—	Saigon
Alberville	French destroyer	—	—	—	—	Saigon (Reserve)
Takou	French destroyer	250	9	—	—	Hongay
Pistolet	French destroyer	130	7	300	Comdr. Mortenol	Saigon
Mousquet	French destroyer	307	6	300	Lieut. de la Roche Kerandson	Saigon
Vauban	French torpedo-depot	—	—	—	—	Hongay
Veteran	French torpedo-depot	—	—	—	Lieut. Bihel	Cap St. Jacques
Manche	French surveying ship	1625	10	9000	Comdr. Ragot de Toulche	Saigon
Emden	German cruiser	3800	22	13,500	Capt. Vollerthun	Tientsin
Gaedeau	German armoured cruiser	11,600	36	26,000	Captain v. Uslar	Tientsin
Illis	German gunboat	900	12	1300	Comdr. Mormann	Shanghai
Jaguar	German gunboat	900	12	1300	Capt. Vauselov	Hongkong
Leipzig	German cruiser	3250	24	11,000	Capt. Schroeder	Tientsin
Luchs	German gunboat	900	10	1350	Capt. Li. Bendemann	Shanghai
Nürnberg	German cruiser	3400	22	13,900	Capt. Egert (Karl)	Tientsin
Otter	German river gunboat	—	—	—	Capt. Lieut. Jantzen	Yangtze River
Scharnhorst	German flagship	11,600	36	26,000	Capt. Kniff	Tientsin
S. 90	German torpedo-boat	400	8	6500	Capt. Lieut. Heyden	Tientsin
Taka	German torpedo-boat	280	4	6000	Lieut. Kolbe (Hans)	Tientsin
Tiger	German gunboat	900	10	1350	Comdr. Leppke	Shanghai
Tientsin	German river gunboat	223	4	1300	Capt. Lieut. Graf Dehna-Schlotheim	Canton
Vaterland	German river gunboat	223	4	500	Capt. Lieut. Kautzer	Shanghai
Calabria	Italian cruiser	2145	—	—	Comdr. Soumi Piccardi	Shanghai
Macao	Portuguese gunboat	—	—	—	Capt. Martins	Macao
Patia	Portuguese gunboat	700	—	—	Captain J. Milheiro	Macao
Adder	U. S. submarine	3450	17	7000	Ensign J. M. Murray	Manila
Albany	U. S. protected cruiser	420	7	8000	Com. Clarence S. Williams	Yokohama
Bainbridge	U. S. torpedo-boat destroyer	420	7	8000	Ensign E. S. Hoey	Manila
Berry	U. S. torpedo-boat destroyer	420	7	8000	Ensign Robt. W. Gables	Manila
Callao	U. S. gunboat	243	8	250	Ensign Stuart W. Gake	Canton
Chauncy	U. S. torpedo-boat destroyer	420	7	8000	Ensign L. N. McNair	Manila
Chattanooga	U. S. protected cruiser	3100	10	4700	Comdr. John D. McDonald	Amoy
Cleveland	U. S. protected cruiser	3100	10	4700	Comdr. Hugh Rodman	Cavite
Dale	U. S. torpedo-boat destroyer	420	7	8000	Ensign F. J. Fletcher	Manila
Deceatur	U. S. torpedo-boat destroyer	420	7	8000	Ensign C. A. Graves	Manila
El Cano	U. S. gunboat	—	—	—	Lt. Comdr. William D. Brotherton	Yangtze River
Estima	U. S. gunboat	1397	12	1800	Comdr. B. O. Butler	Yangtze River
Jaure	U. S. gunboat	—	—	—	Lieut. T. W. Sol. infeld	Cavite
Minidoro	U. S. gunboat	170	5	—	Lieut. C. A. Woodruff	—
Moccasin	U. S. submarine	—	—	—	Ensign E. D. Whorter	Manila
Mohican	U. S. station ship	1900	—	5244	Ensign Robt. Y. Love	Manila
Monadnock	U. S. monitor	4384	4	6200	Comdr. H. A. Blapham	Cavite
Monterey	U. S. cruiser	3450	25	—	Comdr. William G. Miller	Yokohama
New Orleans	U. S. gunboat	243	8	—	Lieut. George C. Pogram	Cavite
Panama	U. S. gunboat	—	—	—	Ensign J. O. Van de Carr	Manila
Porpoise	U. S. submarine	—	—	—	Lieut. J. W. Schoenfeld	Cavite
Quincy	U. S. gunboat	—	—	—	Lt. Comdr. A. N. Mitchell	Cavite
Rainbow	U. S. cruiser	4206	14	—	Ensign N. H. Goss	Yangtze River
Ram	U. S. gunboat	24	8	250	Comdr. Joseph L. Jayne	Yokohama
Scarab	U. S. protected cruiser	3100	35	17,075	Ensign Henry M. Jensen	Manila
Shark	U. S. submarine	—	—	—	Lieut. W. L. Friedell	Yangtze River
Villalobos	U. S. gunboat	370	9	500	Comdr. W. A. Edgar	Hongkong
Wilmington	U. S. gunboat	1397	12	1800	—	—

Notices to Consignees

AMERICAN & MANCHURIAN R.R.
NOTICE TO CONSIGNEES.
FROM NEW YORK.

THE Steamship
KIOTO,
Captain J. A. SMITH, having arrived from
the above Port, Consignees of Goods
are hereby informed that their Goods to

ing lands at their risk into the Goddard
of the HONGKONG AND KOWLOON W
GODDARD CO., LTD., at KOWLOON.
tored at 'Consignees' risk and expense.

All Broken, Chafed, and Damaged Goods are to be left in the Godowns, where they will be examined on **TUESDAY, 2nd Jan. 1918, at 10 A.M.**
All Claims must be presented within

No Claims will be admitted after the 15th of the month. Goods have left the Godowns, and all goods remaining undelivered after the 15th of the month, will be subject to rent.

No fire insurance has been effected.
 Bills of Lading will be countersigned by
SHEWAN, TOMES & CO.,
 Agents.
 Hongkong, December 27, 1911.

PACIFIC MAIL STEAMSHIP
COMPANY.
NOTICE TO CONSIGNEES.
FROM SAN FRANCISCO, JAPAN

PORTS & SHANGHAI.
—
NONSIGNERS OF CARGO per Steamship
PERSIA.
The above-mentioned steamer having
arrived, Consignees of Cargo are hereby
advised to come in at 6 P.M. 23. 11/11/1914

Cargo remaining on board after THRU

AT, December 28th, 1911, at 5 p.m. VES-
landed at owners' risk and expense and
delivery must then be taken from Cap-
t'n's Godown.
Cargo remaining undelivered on 1 JAN-
1912. End Jan'y 1912. 41-1000. 20

No Fire Insurance whatever will be
All chafed and otherwise damaged cargo
will be examined at the above Company
down on SATURDAY, December 30th,
1911, at 10 A.M.

All Claims must be filed on or before
 January 27th 1912, otherwise they will
 not be recognized.
FRED J. HALTON,
 Agent.
 Hongkong, December 27, 1911.

**'HEN' LINE OF STEAMERS,
NOTICE TO CONSIGNEES,
STEAMSHIP BAYOLNUON.**

FROM ANTWERP, MIDDLESBRO,
LONDON & STRAITS.

CONSIGNEES of Cargo are hereby
informed that all Goods are being
loaded at their address there.

for extra hazardous Godowns at
HONGKONG and KOWLOON WHARF and
Godowns Co., LIMITED, whence and
the wharves delivery may be obtained.
No Claims will be admitted after the
goods have left the Godowns, and all

...will be subject to rent.
All Claims against the steamer must be
presented to the Underigned on or before
5th prox., or they will not be
recognized.

to be left in the Godowns, where they
be examined on the 23th inst, at
A.M.

As Fire Insurance has been effected,
Bills of Lading will be countersigned by
GIBB, LIVINGSTON & CO.

Agents -
Hongkong, December 21 1911. 1912
EAST TRAMWAYS COMPANY,
LIMITED.

TIME TABLE

WEEK DAYS

00 a.m. to 8.00 a.m. Every 15 minutes

00 a.m. to 10.00 a.m. Every 10 minutes

00 a.m. to 11.00 a.m. 30

12.00 a.m. to 12.30 a.m.	Every 15 minutes
12.30 a.m. to 1.00 a.m.	Every 15 minutes
1.00 a.m. to 1.30 a.m.	Every 15 minutes
1.30 a.m. to 2.00 a.m.	Every 15 minutes
2.00 a.m. to 2.30 a.m.	Every 15 minutes
2.30 a.m. to 3.00 a.m.	Every 15 minutes
3.00 a.m. to 3.30 a.m.	Every 15 minutes
3.30 a.m. to 4.00 a.m.	Every 15 minutes
4.00 a.m. to 4.30 a.m.	Every 15 minutes
4.30 a.m. to 5.00 a.m.	Every 15 minutes
5.00 a.m. to 5.30 a.m.	Every 15 minutes
5.30 a.m. to 6.00 a.m.	Every 15 minutes
6.00 a.m. to 6.30 a.m.	Every 15 minutes
6.30 a.m. to 7.00 a.m.	Every 15 minutes
7.00 a.m. to 7.30 a.m.	Every 15 minutes
7.30 a.m. to 8.00 a.m.	Every 15 minutes
8.00 a.m. to 8.30 a.m.	Every 15 minutes
8.30 a.m. to 9.00 a.m.	Every 15 minutes
9.00 a.m. to 9.30 a.m.	Every 15 minutes
9.30 a.m. to 10.00 a.m.	Every 15 minutes
10.00 a.m. to 10.30 a.m.	Every 15 minutes
10.30 a.m. to 11.00 a.m.	Every 15 minutes
11.00 a.m. to 11.30 a.m.	Every 15 minutes
11.30 a.m. to 12.00 p.m.	Every 15 minutes
12.00 p.m. to 12.30 p.m.	Every 15 minutes
12.30 p.m. to 1.00 p.m.	Every 15 minutes
1.00 p.m. to 1.30 p.m.	Every 15 minutes
1.30 p.m. to 2.00 p.m.	Every 15 minutes
2.00 p.m. to 2.30 p.m.	Every 15 minutes
2.30 p.m. to 3.00 p.m.	Every 15 minutes
3.00 p.m. to 3.30 p.m.	Every 15 minutes
3.30 p.m. to 4.00 p.m.	Every 15 minutes
4.00 p.m. to 4.30 p.m.	Every 15 minutes
4.30 p.m. to 5.00 p.m.	Every 15 minutes
5.00 p.m. to 5.30 p.m.	Every 15 minutes
5.30 p.m. to 6.00 p.m.	Every 15 minutes
6.00 p.m. to 6.30 p.m.	Every 15 minutes
6.30 p.m. to 7.00 p.m.	Every 15 minutes
7.00 p.m. to 7.30 p.m.	Every 15 minutes
7.30 p.m. to 8.00 p.m.	Every 15 minutes
8.00 p.m. to 8.30 p.m.	Every 15 minutes
8.30 p.m. to 9.00 p.m.	Every 15 minutes
9.00 p.m. to 9.30 p.m.	Every 15 minutes
9.30 p.m. to 10.00 p.m.	Every 15 minutes
10.00 p.m. to 10.30 p.m.	Every 15 minutes
10.30 p.m. to 11.00 p.m.	Every 15 minutes
11.00 p.m. to 11.30 p.m.	Every 15 minutes
11.30 p.m. to 12.00 a.m.	Every 15 minutes

NIGHT CLARE
7 p.m. and 9 p.m. 9.45 p.m. to 11.30
p.m. every 15 minutes.

SUNDAYS
10 a.m. to 10.30 a.m. Every 15 minutes

0 a.m. to 11.00 a.m. Every 10 minutes
 5 a.m. to 12 Noon Every 15 minutes
 Noon to 1.00 p.m. Every 10 minutes
 0 p.m. to 5.00 p.m. Every 15 minutes
 0 p.m. to 6.00 p.m. Every 10 minutes
 0 p.m. to 7.00 p.m. Every 15 minutes
 0 p.m. to 8.00 p.m. Every 10 minutes

7:30 a.m. (Sunday).
NIGHT CARS as on Week Days.
SATURDAY.
Extra Cars at 1.45 p.m.

JOHN D. HUMPHREYS & SON,
General Managers.

THE
CHINA MAIL

be obtained at the following
places in Hongkong:-
Hongkong Hotel.

Hongkong Ferry Wharf
Kowloon Ferry Wharf
Kwai, Blake Pier
Upper Peak Tram Station

Lower Peak Trail Station
 Ming (Aster House Maid)
 Fung Kue (Aster House Maid)
 Fung Quong's Maid
 Young (D'Aquila Maid)

Abstract

100



D. & M. GROOTES BROTHERS WESTZAAN

(HOLLAND)

ESTABLISHED 1825.

THIS PURE SOLUBLE DUTCH COCOA

Supplied to the Royal Courts of Holland and Austria.

ABSOLUTELY PURE.

Recommended by the Medical Faculty for its Digestive Qualities.

ECONOMICAL (Quarter pound Tin makes twenty-five breakfast cups).

SPECIALLY ADAPTED FOR INVALIDS.

Recognised by THIRTY-EIGHT MEDALS AND EIGHT Honourable Mentions.

Packed in one pound, half pound and quarter pound Tins.

FOR SALE AT ALL STORES,

AND AT

Messrs SINGERE & CO.

and WING ON & CO.

Ask for GROOTES' COCOA!!!

30 cents per 4 pound tin.

SAMPLE tins FREE.

ON APPLICATION TO

MacEwen, Frickel & Co.,

4, DES VŒUX ROAD,

Sole Agents for South China.

Chs. J. GAUPP & Co.

DEG-TO INVITE INSPECTION OF THEIR

NEW SEASON'S GOODS.

Extra Fine Diamond Jewellery A Specialty.

INEXPENSIVE MODERN ART JEWELLERY.

ENGLISH MOUNTED CHINESE JADE JEWELLERY.

Gold Bracelet Watches in great variety.

MAPPIN & WEBB'S STERLING SILVER

AND LEATHER GOODS.

CLOCKS & TIME PIECES OF ALL DESCRIPTIONS.

To-day's Advertisements

WANTED.

ASSISTANT DRAFTSMAN.

Give references and salary required.

W. S. BAILEY & CO. LD.

Hongkong, December 29, 1911.

1888

LIST OF UNCLAIMED TELEGRAMS

LYING IN THE

GREAT NORTHERN TELEGRAPH

COMPANY'S OFFICE AT

HONGKONG.

Banaseungwan.

Chadawong Namura Hotel.

Chungking.

Duckjoug.

Fungching, West Road Central.

Gensar.

Gensching.

Holly 25 Lyndhurst Terrace.

Hjefung.

Judeching Nomura Hotel.

Kungwingching.

Kwongching.

Mia Wingching.

Thian.

Yangching.

2232, 2121.

0088, 0735, 2490.

0006, 3363, 1553.

1200, 2832, 1645, 6797, 2392.

0029, 3833, 1795.

0025, 0948, 2480, 1032, 0162, 2460, 3123.

E. V. JESSEN.

Acting Superintendent.

Hongkong Station.

December 29, 1911.

1889

LIST OF UNCLAIMED TELEGRAMS

LYING IN THE EASTERN

EXTENSION, AUSTRALASIA AND

CHINA TELEGRAPH COMPANY'S

OFFICE AT HONGKONG.

Address Station From

Allen-Bord Amundshelie Paris.

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Banaseungwan.

To-day's Advertisements

PUBLIC AUCTION.

THE Undermentioned have received instructions from the Receiver of the Supreme Court to sell by Public Auction

TO-MORROW (SATURDAY),

the 30th December, 1911, at 12 Noon, at

their Sales Room, No. 8, Des Voeux

Road, Corner of Ice House Street,—

A QUANTITY OF

HOSE PIPING, HEMP AND WIRE

ROPE, SHIPS' LAMPS, PACKING,

SAND PAPER, TAR, &c., &c.

Terms—As usual.

HUGHES & HUGHES

Auctioneers.

Hongkong, December 29, 1911.—1885

POST OFFICE NOTICES.

The s.s. Prima with the Siberian Mail

is due to arrive here on Saturday, the

30th inst.

Mails will close for—

HOHONG & HAIPHONG.

Per Sanghai, at 9 a.m., on Saturday,

the 30th Dec.

(Taking Mails for Pakhoi.)

KOROR, YAP, ULIA, SAIPAN,

TRUK, PONAPE, KUSAIE,

JALUIT, NAURU, RABAU, &

SYDNEY.

Per Germania, at 9 a.m., on Saturday,

the 30th Dec.

MANILA, CEBU, & ILOILO.

Per Loongang, at 1 p.m., on Saturday,

the 30th Dec.

MACAO.

Per Sui Tai, at 1.15 p.m., on Saturday,

the 30th Dec.

SINGAPORE, PENANG & CALCUTTA.

Per Loongang, at 2 p.m., on Saturday,

the 30th Dec.

SAIGON.

Per Prima, at 3 p.m., on Saturday, the

30th Dec.

MANILA, MANGARIN, CEBU &

ILOILO.

Per Sui Tai, at 3 p.m., on Saturday, the

30th Dec.

MANILA, CEBU, ILOILO, ANGAUR,

YAP, FRIEDRICH WILHELM,

HAFEN, RABAU, ULIA, SAIPAN,

TRUK, PONAPE, KUSAIE, JALUIT,

NAURU, RABAU, & SYDNEY.

Per Prima, at 4 p.m., on Saturday,

the 30th Dec.

WEIHAIWEI & CHEFOO.

Per Sanghai, at 6 p.m., on Saturday, the

30th Dec.

SHANGHAI.

Per Loongang, at 9 a.m., on Saturday, the

30th Dec.

Registration at 5 p.m.

Learn at 6 p.m.

Siberian Mail to Europe.

JESSELTON & SANDAKAN.

Per Loongang, at 9 a.m., on Sunday, the

31st Dec.

SWATOW, AMOI & TAMSUI.

Per Loongang, at 9 a.m., on Sunday,

the 31st Dec.

SWATOW.

Per Loongang, at 9 a.m., on Sunday, the

31st Dec.

SHANGHAI, MOJI, KOBE, YOKO-

HAMA, VICTORIA & SEATTLE.

Per Loongang, at 10 a.m., on Tue-

day, the 2nd Jan.

EUROPE, & INDIA via TUN-

COBIN.

Per Loongang, at 10 a.m., on Tuesday, the 2nd Jan.

Printed Matter and Samples at 10 a.m.

Registration with late fee of 10 cents up to 10.45 a.m.

No late fee.

Late Letters 11 a.m. to noon. Extra

Postage 10 cents.

Letters posted in all the Pillar Boxes

in time for the first clearance will be

included in this contract mail.

Hongkong Register.

Previous On date on date at

at 4 p.m. at 10 a.m. at 4 p.m.

Barometer 20.15 20.28 20.18

Temperature 68 62 68

Humidity 77 73 51

Direction of Wind 77 NORTH S.

Force 1 1 2

Moisture 0 0 0

Rain 0.02

Lightest open air temperature on the 27th. 48

Lowest open air temperature on the 27th. 48

F. G. FINE, Director.

Hongkong Observatory, Dec. 28th, 1911.

THE CHINA MAIL

Washing Books.

Price 1/6 each

STEAMERS PASSED SUEZ CANAL.

December 1. Japanese Maru, 82m.

Sunahara.

December 3. Japanese Maru, 82m.

Patung, Canton, Inverness, Peking.

December 8. Japanese Maru, 82m.

Patung, Canton, Inverness, Peking.

December 12. Japanese Maru, 82m.

Patung, Canton, Inverness, Peking.

December 15. Japanese Maru, 82m.

Patung, Canton, Inverness, Peking.

December 19. Japanese Maru, 82m.

Patung, Canton, Inverness, Peking.

December 22. Japanese Maru, 82m.

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December 25. Japanese Maru, 82m.

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December 28. Japanese Maru, 82m.

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December 31. Japanese Maru, 82m.

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